What Is Claimed Is:

1. A method for controlling an internal combustion engine, in particular a diesel gasoline engine, in which, based on the signal of a structure-borne noise detector, parameters are determined which are used to regulate the internal combustion engine,
wherein at least one parameter is determined through an analysis that includes a filtering which selects at least two angular ranges.

2. The method as recited in Claim 1,
wherein at least two parameters are determined.

3. The method as recited in Claim 1 or 2,
wherein a third parameter is determined through division of two parameters.

4. The method as recited in one of the preceding claims,
wherein the parameters are compared to setpoint values, and depending on this comparison, manipulated variables are specifiable which influence the injection and/or the position of the intake valves and/or of the exhaust valves.

5. The method as recited in one of the preceding claims,
wherein a correlation coefficient which characterizes the deviation of the measured signal from a reference signal is determined as a parameter via a cross correlation.

6. The method as recited in Claim 3,
wherein the reference signal corresponds to the structure-borne noise signal in preferred states.

7. The method as recited in one of the preceding claims,
wherein the angular position of the crankshaft and/or of the camshaft at which certain events occur is used as a parameter.

8. The method as recited in one of the preceding claims, wherein the parameter characterizes the intensity of the signal in certain angular ranges.

9. A device for controlling an internal combustion engine, in particular a diesel gasoline engine, in which, based on the signal of a structure-borne noise detector, parameters are determined which are used to regulate the internal combustion engine, characterized by a filtering that selects at least two angular ranges, and having means which determine at least one parameter on the basis of the filtered signals.